

TO-DAY (SATURDAY)  
AT 2:30 P. M., IN

**SILO'S**  
Fifth Ave.  
Art Galleries  
40 E. 45th St.  
S. W. Cor.  
Vanderbilt Av.  
JAMES P. SILO, Auctioneer  
THE ENTIRE COLLECTION OF  
**ETCHINGS**  
AND **MEZZOTINTS**  
BY ORDER OF  
**Louis Ralston & Son**  
4 East 46th Street  
TOGETHER WITH A  
COLLECTION OF  
**ANTIQUES AND MODERN**  
**Furniture**  
Of the French Period  
Draperies & Carpets  
Removed from 11 East 61st St.  
BY ORDER OF  
HERMAN GOLDMAN  
Also Sofas and Chairs, in Need of  
Paint and Upholstery. Bronzes and  
Objects of Art of Exceptional Beauty  
Also TO-DAY (Saturday), a  
SUNDAY CARRIAGE (1922)  
6 Cylinder, Special Light,  
Break-Over Body.  
ON EXHIBITION TO SALE TIME
**COLD BRONX HOMES  
FORCE FUEL INQUIRY**Magistrate, Swamped With  
Complaints, Will Quiz  
Coal Dealers.**LANDLORDS ACCUSED**Leary Says City Now Is  
Getting Full Allotment  
of Anthracite.**PROFITEERS ARE ACTIVE**Some Buy Coal Ostensibly to  
Peddle, Then Sell It in  
Bulk at Premium.

So serious has the coal shortage become in the Bronx and so numerous are the complaints of unheated apartment houses that Magistrate Charles A. Oberwager said yesterday he would hold this morning in his chambers at the Morrisania court a conference with various coal dealers to discuss the problem. It will be attended also by Mr. Fraser, Fuel Administrator for Bronx county; Albert Goldman, president of the Bronx Board of Trade, and Magistrate John E. McGeehan.

In the two weeks since December 1 eighty summonses have issued from the Morrisania court and forty from the West Farms court for landlords charged with failure to supply heat and hot water to their tenants, and the routine work of these courts is being seriously impeded. Thomas McCarthy, chief inspector of the Bronx sanitary squad, who was in the Morrisania court, explained that this work in the Bronx; that 16,000 complaints came in for their investigation since the first of the year, and that inquiry into every case of alleged failure to supply heat was impossible. With the same number of inspectors operating in Queens, he said, that borough had received only 9,000 complaints.

Magistrate Oberwager said he believed some landlords were permitting tenants to suffer rather than spend a few dollars for coal, and that if the situation were not relieved within a few days, he would make a personal inspection tour of the coal yards.

Magistrate Max S. Levine, in the Essex Market Court, held in bail for Special Sessions Mrs. Mollie Perlinder, 35, of 1428 Bryant avenue, The Bronx, on complaint of her tenants in 353 East Third street. Samuel Lincer said he had been without hot water for fourteen days and that at times the heat was low. Others corroborated him.

Arthur S. Leary, Fuel Administrator for New York city, said the situation yesterday warranted greater optimism. This city, he asserted, is getting each week its allotment of 34,000 tons of domestic anthracite, the quota based upon its percentage of the supply of the previous year. At the time shipments to the Great Lakes ports were stopped this city was approximately 10,000 tons short of its normal supply, but within the last two weeks, Mr. Leary said, big gains have been made and this shortage virtually has been made up.

Rail shipments are arriving regularly, according to Mr. Leary, and coal is

**Harding's Order to Spens  
Wins Dinner for Woodin**

CONRAD E. SPENS, Federal Fuel Administrator, paid a friendly dinner Thursday evening by entertaining at dinner in the Ritz William H. Woodin, New York State Fuel Administrator, and nine of Mr. Woodin's administrative staff. Thereby hangs a tale.

Mr. Spens is traffic manager of the Chicago, Burlington and Quincy Railroad, and when President Harding made him Fuel Administrator, it was stipulated that he would be relieved by December 1. One day last November while in Mr. Woodin's office Mr. Spens said: "I'll be back on my railroad job after December 1."

"Not a chance," laughed Mr. Woodin.

So there was a little wager—dinner for the party.

President Harding about a week later sent for Mr. Spens, complimented him on his work and told him he would continue with it. In face of protests the President said:

"Sorry, but I can't let you go. You can clean this thing up in another month or so. Until then the country needs you."

being delivered here within thirty-six hours from the mines in Pennsylvania. Dealers are being swamped with orders for anthracite substitutes as a consequence of last week's order, but within a week, he predicted, consumers will be able to buy all the substitutes they require. The Long Island Railroad is still giving coal preference over all other freight and is making inroads upon the blockade at the Long Island City float bridges. Terminals in New Jersey reported yesterday morning 400 carloads of steam coal not yet unloaded.

Hundreds of unscrupulous profiteers, great and small, have been seeking by many devices to take advantage of the coal scare. One difficulty of protecting the small consumer who must buy "peddlers' pool coal" in 100 pound bags or less arises from the persistent swindler. Taking advantage of the fact that special provision is made to meet this modest trade, unscrupulous peddlers obtain a few tons of coal ostensibly for the cellar trade and then sell it bodily to some needy customer at a fancy price instead of devoting it to the cellar trade and the impoverished consumer who buys in bushel lots from day to day.

Some of these peddlers operating on the East Side, the Fuel Administration has learned, have sold out at handsome profits a short time after receiving their allotments and then have raised a loud howl, declaring they are unable to get coal to sell to the poor. Upon receiving a new allotment the process is repeated until the fraud is detected.

Retailers also have reported many instances of the "skinning driver." In this emergency order a heavy truck is started from the yard with several deliveries of a ton or two apiece for various clamorous customers. The "skinning driver," instead of delivering his cargo to its proper destinations, takes it to other no less clamorous claimants who are glad to get it.

They promptly pay the C. O. D. charge and in addition an extra charge which the driver himself fixes "for delivery." He thereupon turns in to the company the price of the coal delivered but pockets the dollars collected "for delivery." His accumulated receipts for a day or two are substantial. By the time the emergency consumer complains that his order has not been filled and the company discovers the fraud the "skinning driver" usually has transferred his services to some other firm to begin operations in a new field.

Consumers who try to "beat the game" by giving duplicate orders to several different dealers, thereby occasionally filling their bins at the expense of their equally needy neighbors, are another class whose selfish activities the administration is especially keen to check.

"Fake" companies with high sounding names but with no financial standing or responsibility have been cropping up like mushrooms. Some of them have no coal for delivery, either actual or in prospect, but they blithely invite the public to send in their orders, always accompanied by a check or a money order as a deposit. The administration has had six or seven concerns apparently of this type by night type under investigation within a few weeks.

**DISDAINS SUMMONS  
IN DAUGHERTY CASE**Keller, Accuser, Fails to Appear  
in House in Impeachment  
Hearing.**INQUIRY WILL CONTINUE**Charges Against Attorney-  
General by Others in House  
May Be Taken Up.

WASHINGTON, Dec. 15.—Representative Keller (Rep. Minn.) failed to appear today in response to a formal summons to give, under oath before the House Judiciary Committee, the information on which he based his impeachment charges against Attorney-General Daugherty.

He sent no explanation, but his counsel, Jackson H. Ralston, sent a letter saying that he (Mr. Ralston) was unable to appear to-day because of imperative business engagements.

"Without submitting at this time to the jurisdiction of the committee with regard to the subpoena," the letter said, "I am expecting at your next meeting, to-morrow or later, to take such position before the committee with regard to the subject as then may seem appropriate."

Arguing that this letter contained no "excuse" for the failure of Mr. Keller to respond to the summons, some committee members favored an immediate report to the House recommending that he be brought before the bar there in contempt proceedings. Finally the committee decided to hear his counsel to-morrow.

Irrespective of the action by Mr. Keller, members of the committee were insistent that the hearing of the impeachment charges should continue. Some wanted to go on to-day, but a majority held that hearings should be delayed until it was settled whether Mr. Keller was to appear.

Chairman Volstead stated that Representatives Woodruff (Michigan), and Johnson (South Dakota), who have attacked Mr. Daugherty in the House on charges of failure to prosecute war fraud cases, might be summoned.

Mr. Woodruff said he was glad the committee was taking cognizance of his charges.

Representative Jeffries (Nebraska) declared the refusal of Mr. Keller to be sworn was a "confession" that his charges had not been made in good faith, "but on some ulterior motive."

Representative Graham (Illinois) asserted that only "trivial" evidence to support the charges had been offered and that for his part if Mr. Keller refused to testify he would ask that he be reported to the House for contempt.

Representative Boies (Iowa) attacked Samuel Undermyer of New York, declaring that he was engaged in "small business in screaming from his office in New York city against this committee."

"He ought to come here in the open as a lawyer and make his charges," declared Mr. Boies. "He has been any 'whitewashing' of the case and that any suggestion that the committee was not going fully into it was 'misleading.'"

**PILLS OWN TOOTH; DIES.**  
LANCASTER, Pa., Dec. 15.—Frank Landenberger of Columbia when one of his teeth became troublesome extracted it himself with pliers. He died to-day from blood poisoning.

**12,000 Quarts of Whisky  
for the Cape Fear Fish**

Special Dispatch to THE NEW YORK HERALD.

CHRISTMAS cheer in the form of 12,000 quarts of Scotch and rye whisky seized aboard the British schooner *Messager of Peace* off the North Carolina coast is to be dispersed to the fishes in the Cape Fear River. Prohibition Commissioner Haynes said to-day that Judge Conner at Raleigh had authorized the destruction of the liquor in that manner.

In disposing of the contraband every one of the quart bottles is to be broken, so there is no possibility of recovery.

Mr. Haynes said it was not practical to have the liquor used for legal medicinal purposes, since medicinal whisky is required to be in pint sizes. The cargo consisted of Haig & Haig Scotch and Calvert rye.

**BACHE URGES SALES TAX  
AS SPUR TO PROSPERITY**  
Asserts Levy on Incomes More  
and More a Failure.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau.

Washington, D. C., Dec. 15.

Jules S. Bache in an address at the joint meeting of the Chamber of Commerce and the Rotary Club to-night advocated a sales tax as the surest way to put the nation on the road to increasing prosperity.

"Unjust, unfair, uneconomic and class serving tax laws" he asserted as the basis of the unrest and predicted a continuance of this, with alternate election upheavals such as that of November, until a new system of taxation is adopted. Practically all the present tax laws should be wiped off the books, he declared.

The amendment urged by President Harding against tax exempt securities he held to be an urgent need, but he deplored its adoption for many years.

The income tax he condemned as not only unfair and uneconomic but inefficient. It is being evaded more and more, he said, and is yielding less and less revenue, while costs of collection mount steadily.

The country's transportation problem he declared to be secondary in seriousness only to the tax problem. Over-regulation, he declared, is hampering the railroads and, through them, business. He asserted the barriers to railroad property to be so great that no new lines will be built in the next decade, and he called upon the business men of the country to give their energetic support to legislation relieving the burdens which are crippling progress.

**VERDICT CUT TO \$35,000.**

A verdict obtained in the Supreme Court, Brooklyn, by Mrs. Della Duhay against the American Express Company in a recent action brought as a result of the death of her husband, Arthur L. Duhay, was reduced from \$57,000 to \$35,000 by the Appellate Division in Brooklyn yesterday. The amount will stand if Mrs. Duhay accepts it within twenty days. Duhay was killed October 10, 1921, when a St. John's place trolley car, upon which he was riding, was in collision with an American Express Company truck.

**LA FOLLETTE CALLS  
SUBSIDY EVIL BILL**Declares That None Has Ever  
Come Before the  
Senate.

WASHINGTON, Dec. 15.—Opening the

attack of the insurgent bloc against the administration shipping bill, Senator La Follette (Republican, Wis.), declared in the Senate to-day that the measure "is contrary to the expressed will of the American people, and the action of the President and its sponsors in attempting to force its passage at this time is an open challenge to the people and a violation of the trust reposed by the people in their delegated representatives."

He challenged the arguments by the Executive in his message to Congress urging its enactment, and charged Chairman Lasker of the Shipping Board with having made "a highly improper proposal" to obtain the support of organized labor.

"I do not believe that a worse bill than this ever came before the Senate of the United States for its consideration," he asserted. "It represents a policy that has been repeatedly rejected by the people of this country. The public opinion of the country is overwhelmingly opposed to it to-day."

"It simply means turning over the people's property to favored interests for a few cents on the dollar and a tax of millions of dollars levied annually in order to pay a subsidy to those who take the ships practically as a gift."

"It does not even promise, much less guarantee, cheaper rates for ocean commerce. It is wholly bad, and the attempt to force it upon an unwilling country cannot be too strongly condemned."

He enumerated a long list of farmer and labor organizations opposing the bill, and declared three-fourths of the American people had gone on record as opposed to a ship subsidy, and "more particularly to the terms of this bill." He said that the farmers were unanimously opposed to it. In discussing the attitude of labor, he said:

"Chairman Lasker sought a conference with Samuel Gompers, president of the American Federation of Labor, and made a highly improper proposal to a group of labor officials that they disregard the will and the interests of their membership and support the pending bill."


"Chairman Lasker, I am informed, offered to withdraw certain provisions in the pending bill dealing with labor if he could thereby induce the labor organizations to abate their opposition to the bill."

"Let it be said to the everlasting credit of the representatives of the working men of this country that they spurned this barefaced proposal. . . ."

Chairman Lasker found he could not buy American labor."

The plea of the President in his message to disregard "the too hasty impressions of a constituency" in the interest of the larger national good particularly drew the fire of the Senator, who declared the appeal represented "the madness of the present Administration."

He declared Mr. Lasker was appointed "not to operate ships but to 'sell' ship subsidy to the American people." He charged that Mr. Lasker had "tried to make Government operation a failure."



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(Fourth Floor) (Fourth Floor)



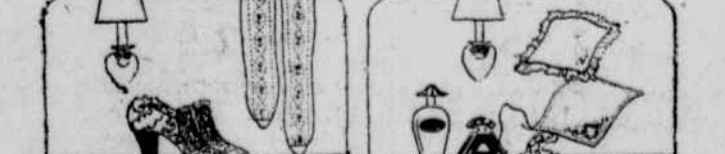
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